



Library

OF THE

University of North Carolina

This book was presented by

M. Del. Haywood

Cp 385.1 - A86a

Ordered to be Printed.

Holden & Wilson, Printers to the State.

ATLANTIC AND NORTH-CAROLINA RAILROAD.

OFFICE ATLANTIC AND N. C. RAILROAD COMPANY,
NEWBERN, December 13, 1856.

SIR: We have the honor to send you the accompanying communication to the Assembly of North Carolina, which please lay before the House of Commons.

Your obedient servants,

COUNCIL WOOTEN,
LEWIS C. DESMOND,
GEO. S. STEVENSON,
ERWIN H. THOMPSON,
JOHN D. WHITFORD,

Committee.

HON. J. G. SHEPHEED, *Speaker H. C.*

COMMUNICATION.

*To the honorable the General Assembly
of the State of North Carolina:*

Among the various railroad schemes which have been agitated in North Carolina for the past twenty years, none perhaps is of greater importance and would embrace within its

99814

scope of operations the interest of more of her citizens than the eastern extension of the North Carolina railroad to the Atlantic ocean. Of the vast commercial benefits it would ultimately confer upon the State, it is hardly necessary to speak. Heretofore it has been looked upon by many as a matter of some doubt. Now you have the fact before you, that ships of heavy tonnage, capable of carrying five thousand barrels of flour, have passed in and out of the noble and capacious harbor of Beaufort with perfect safety. Vessels, it has been proved, of much larger capacity could trade with that port with equal facility. Then, who can doubt that the day is not distant, when the rich products of the west will cause the canvass of every nation to whiten that beautiful bay? The business of the North-Carolina Railroad has already surpassed the anticipations of its most sanguine friends; and the activity and zeal displayed in the building of the western extension, admonishes the east to hasten their work to completion. To provide for a portion of the freight business of those two roads, in addition to a large local business, would require the construction of a road, on a scale at least equal, in proportion to its length, to that of the North-Carolina Road. For this reason the undersigned have been appointed by the Atlantic and North Carolina Railroad Company to present this matter to your honorable body, and to solicit such assistance as will enable them to effect the object desired. In the performance of this duty, they must be permitted to say that, after your noble liberality to their section of the State, it is with unaffected diffidence that they again invoke your aid. But the magnitude of this work encourages them to believe, that you will assist in its completion, and heartily co-operate in building up a great sea-port town within our own borders.

The Atlantic and North-Carolina Railroad was chartered in 1853,—capital stock \$900,000. The preliminary survey was made in 1854, under the charge of Col. Walter Gwynn, and the company was organized on the 21st day of July, of the same year. At the session of the Legislature for 1854-'55, the charter was amended, and the capital increased to \$1,600,-

000, the State agreeing to become a stockholder for two-thirds of the same, provided certain conditions in the charter were complied with. This having been done, on the 12th day of September, 1855, a subscription of \$1,066,600 was made by the board of internal improvements in behalf of the State. The affairs of the company are now conducted by a board of twelve directors—four of whom are elected by the private stockholders, and eight appointed by the board of internal improvement.

After the location, and as soon as the estimates and plans could be prepared, the board of directors entered into contracts, at different times, for the building of the road in divisions, with John C. Washington, of Lenoir county, Edward R. Stauly, H. G. Cutler and Council B. Wood, of Craven county, Stone & McDowell, Wilmington, N. C., William Murdoch, of Salisbury and John M. Morehead, of Greensboro'. They are all, as many of you are aware, able and energetic contractors, and their high standing as gentlemen is a sure guarantee of the faithful performance of the work. It was the intention and wish of the directors to distribute the contracts for the construction of the road to the citizens along the line; therefore advertisements were made for proposals for the work in sections of one mile, or more. But on an examination of the bids, it was found impracticable to accomplish the object. However, in accordance with the wishes of the directors, the large contractors have cheerfully sub-let to them, at the chief engineer's estimates, such parts of their works as they desired. The contractors are to furnish the iron and other materials, and build the road, with all the bridges and one turn-out at each station, from eighteen feet water on Beaufort harbor to the terminus of the North-Carolina Railroad, at Goldsboro', (with the exception of the line through Newbern) for \$1,532,000.

The wood and water stations, passenger and freight buildings, machine shops, engine houses and wharves, are not included in these contracts, but are to be taken by the contractors at the chief engineer's estimates, subject to the approval of the board of directors. The road is to be a first

class T railroad of sixty pounds rail to the yard, with chairs and heavy pine or oak ties 8 feet long, and facing 8 inches. The road is to be made, in all respects, subject to the acceptance of the chief engineer of the company, and the whole to be completed in January, 1858. In consequence of the high price of iron, labor and material, and the unexpected difficulty encountered in procuring earth for the embankments in the swamps and pocosins, through which the line runs, we apprehend the contractors will have but a small margin for profit. But it is due to them to say, that they have met the highest expectations of the company, by progressing steadily with the work, since ground was first broken on the 16th day of March, 1855, and by using the greatest exertions to complete it in the proper time.

Three-fourths of the entire line is now graded. Ties sufficient for one-half of the road, and four thousand tons of rails, have been delivered on the property of the company. Four thousand tons more have been contracted for, and will be shipped from England in a few months. A large force is employed at track-laying, and the track has been completed sixteen miles west of Newbern, on which a second class car will be run, with the construction train, about the 1st day of January next, in connection with the Goldsboro' line of stages. Two locomotives and eighteen freight and gravel cars have been purchased and received. Several hundred thousands of brick have been laid in abutments, piers and buildings. Many workmen are actively engaged on the principal bridges, and the entire work, from Beaufort harbor to Goldsboro', is in a state of rapid progression. A brief history only is here given of the progress of the work. If desired, a more detailed account can be found in the proceedings of the meeting of the stockholders of this company already laid before you. The work would have been further advanced but for the extraordinary pressure in the country, the high price of labor and every article necessary for its construction.

In reference to the cost of the road, if it is built, as the North-Carolina railroad is, permanently, and of the best materials, that it may be operated as cheaply and with as much

safety, it would cost about the same that work did, \$20,000 per mile. To adopt a cheaper plan would, in the opinion of the company, be against the best interests of the stockholders and the State. It is proper here to remark that notwithstanding the cuts and fills on this road are much lighter than those on the North-Carolina road, the increased number of bridges, in proportion to its length, and the dense swamps and pocosins through which it runs that have to be emptied by expensive lateral drains, about equalize their cost. Col. Gwynn's estimate for the road was \$1,663,118, and he adds, in his report, "I am of the opinion that the road could be built for less than my estimate." Col. Gwynn did not embrace, in this amount, the wharves and the filling in at White Rock, a costly work on Beaufort harbor, required to reach deep water, which is included in Gov. Morehead's contract. He also says that "the drains and culverts were to be trestle work," and "that, in affixing a price for excavation and embankment, he assumed the value of labor at what it was then." This company has sufficient experience now in public works to know that but little reliance can be placed in estimates. It would certainly be a new, as well as gratifying feature, in the history of the improvements of this State, to have them completed below their estimated cost. And while the company fully appreciates the eminent services of Col. Gwynn, and have great confidence in his skill and ability, and esteem him as one of the first engineers in the country, yet, all experience has taught them to believe it is not possible for any man to reach into the future and calculate with accuracy the cost of such a scheme. The price of iron alone has varied over two hundred thousand dollars on the quantity required for the work since its commencement.

The cost of the road, however, must necessarily prove greater in amount than that anticipated by Col. Gwynn. The rise in labor, provisions and iron would make no inconsiderable difference. But since his report the location of the line and the character of the work have been materially changed. Embankments have been substituted for the cheaper and less permanent trestle work, which was adopted in the original

plan ; arched culverts of brick and stone have taken the place of the small wooden bridges ; grades have been reduced from 36 to 26 feet, and the road, both in accordance with the recommendation of Col. Gwynn and our own engineer, has been straightened to nearly an air line. These great and durable improvements will fully account for any excess which may be found in the cost of the road.

If we look, for a moment, at these necessary alterations in the original plan of construction, the increased expenditures to which allusion has been made, sink into insignificance. 'A perfect railroad,' it has been said, "would be an air line from point to point, on a level. Such a road would traverse no distance beyond what would be necessary, and being free alike from grades and curves, would obtain the maximum effect from the power employed." Of this road eighty-eight miles is a straight line, the balance (eight,) is so slightly curved that it will not be perceptible in its operations. By comparing the ruling gradient of 26 feet per mile, with 36 feet per mile, reported upon as the ruling gradient upon the survey of 1853, by Col. Gwynn, for the eastern extension, it will be seen, states our chief engineer, "that this important feature of the road, upon which the cost of freight and travel so much depends, has been materially improved, and the efficiency of the road greatly enhanced "

To understand this, it is only necessary to state that an engine of 18 tons, with a load of 200 tons, would have to exert a force to propel that load up a plane of 26 feet to the mile, that it would have to exert to draw upon a level 501 tons ; whereas, to propel same load up a plane of 36 feet to the mile, it would have to exert a force that would draw upon a level 614 tons, or an additional force of 113 tons. In general terms, 20 feet of elevation to the mile reduces the power of the engine one-half.

From this it will appear, that with lighter engines, than are used generally upon railroads, we can perform the same, or even more labor, at a great saving of wear and tear of machinery and road. With this knowledge before them, and with a proper sense of that responsibility which every build-

er, as well as operator of railroads should feel for the safety of their fellow beings, and the property of those who have entrusted it to their care, should they have done less than endeavor to approach perfection? Was it not their duty, for such a reasonable sum, to provide at once against, not only the possibility, but probability of the destruction of human life, and that insidious moth-wear and tear of machinery and roads, that eats up the earnings of these great works? Was it not their duty to guard against accidents, and prevent the expenditure of large sums hereafter under great disadvantage? They believed it was; consequently, if they get the means, you will have a road of direct alignment, easy grades, ample buildings, convenient wharves, and one in every particular, a first class work.

If experienced engineers have been deceived in their calculations to the amount of thousands and hundreds of thousands of dollars, in relation to the cost of the different improvements in the State, is it not then reasonable to suppose that those of less experience would fall into the same error? Two years ago, when this matter was before the Legislature, the company was of the opinion that the road could be built for an amount considerably below that which they have now ascertained it will cost. They have already stated to you the cause. In its construction and cost, the road will compare favorably with the North-Carolina Railroad—a work that has been managed with consummate skill and ability, from its commencement up to the present moment. In its management, they have had due regard to what they sincerely conceived to be the real interest of the stockholders and State, and have encouraged that enlightened economy which must redound to their prosperity and welfare. Others, doubtless, could have conducted the affairs of the company with more ability—none could with more zeal and solicitude for success. A sum not exceeding \$400,000 will complete and equip the road.

This statement is not based upon estimates; is not the result of mere speculation; but the amount of work performed and the materials delivered, warrant the assertion.

The charter of the company provides for an increase of the capital stock to a sum sufficient to complete the road, by opening books for new stock, or by borrowing money on the credit of the company, and on the mortgage of its charter and works. But it is impracticable by this mode to raise the required amount. The counties directly interested in the road, and through which it passes, have already embarked largely in this work. Craven has subscribed for \$300,000 in the stock of the company, \$150,000 in her corporate capacity, and the same amount by individuals. Lenoir has \$100,000, which is equally divided between the county and her citizens; and Carteret has \$50,000. The balance of the \$533,000 is made up by individuals and companies in different sections of the State. In addition to these praiseworthy and heavy subscriptions, the assessed value of real estate has risen in two of these counties, Craven and Lenoir, about \$1,000,000, which, of course, considerably increases their State and other taxes. They have met the calls made upon their subscriptions with promptness, and are now liquidating the debt created by such demands. But they have not the ability to go further, and it must be evident to you that it would be useless to re-open the books with the expectation of aid from that source.

The company has, then, no other alternative, but to appeal to you for assistance, similar to that which you have heretofore so generously extended to the North-Carolina Road. And, if you feel inclined to give them aid, they would respectfully suggest that, instead of endorsed bonds, which are not available, and to guard against the probability of loss to the State, provision be made, authorizing the board of internal improvements to make subscription, from time to time, as the necessities of the company should, in their opinion, require, not exceeding in the aggregate \$400,000, and the treasurer be authorized to pay the same in coupon bonds of the State at their par value. The said subscription not to be made until the board of internal improvements is satisfactorily assured that the present capital stock of the company has been judiciously expended on the work, and that the further

sum of \$100,000 would complete and equip the road. With such a provision, and with an Executive whose watchful eye is ever turned towards the interest of North-Carolina and the welfare of her people, and with a finance officer, whose rigid grasp on the treasury knows no relaxation, save by a strict compliance with your acts, and with a railroad completed and equipped, with construction account closed, there surely could be no doubt of the payment of the interest, \$24,000, annually.

This great work is now upon the eve of its fulfilment; a work consecrated to the wisdom of a Caldwell and the virtues of a Gaston—a work that must, as they foresaw, bind the east and west in perpetual brotherhood—a work that must make them know and feel that “they are indeed one people”—a work that must secure to North-Carolina her commercial independence. Such is the character of the work for which they ask your aid. And when it is remembered that it constitutes one great leading line, of unbroken uniformity of guage from the seaboard to the mountains, its ultimate importance to the North-Carolina and Western Railroads and the citizens of the entire State, they then feel as if they had some claim as North Carolinians to call upon you for the means for its prompt and effective completion.

Very respectfully submitted.

COUNCIL WOOTEN,
LEWIS C. DESMOND,
GEORGE S. STEVENSON,
ERWIN A. THOMPSON,
JOHN D. WHITFORD,

Committee.



Photomount
Pamphlet
Binder
Gaylord Bros.
Makers
Syracuse, N. Y.
PAT. JAN 21, 1908

UNIVERSITY OF N.C. AT CHAPEL HILL



00042071934

FOR USE ONLY IN
THE NORTH CAROLINA COLLECTION
